

§ 25.737

(2) Instead of a rational analysis, the kinetic energy absorption requirements for each main wheel brake assembly may be derived from the following formula, which must be modified in cases of designed unequal braking distributions:

$$KE = \frac{0.0443WV^2}{N}$$

Where—

KE=Kinetic energy per wheel (ft.-lb.);

W=Airplane weight (lb.);

V=Airplane speed (knots);

N=Number of main wheels with brakes; and

W and V are the most critical combination of takeoff weight and ground speed obtained in a rejected take-off.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-23, 35 FR 5676, Apr. 8, 1970; Amdt. 25-48, 44 FR 68742, Nov. 29, 1979; Amdt. 25-72, 55 FR 29777, July 20, 1990; Amdt. 25-92, 63 FR 8320, Feb. 18, 1998]

§ 25.737 Skis.

Each ski must be approved. The maximum limit load rating of each ski must equal or exceed the maximum limit load determined under the applicable ground load requirements of this part.

FLOATS AND HULLS

§ 25.751 Main float buoyancy.

Each main float must have—

(a) A buoyancy of 80 percent in excess of that required to support the maximum weight of the seaplane or amphibian in fresh water; and

(b) Not less than five watertight compartments approximately equal in volume.

§ 25.753 Main float design.

Each main float must be approved and must meet the requirements of § 25.521.

§ 25.755 Hulls.

(a) Each hull must have enough watertight compartments so that, with any two adjacent compartments flooded, the buoyancy of the hull and auxiliary floats (and wheel tires, if used) provides a margin of positive stability

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great enough to minimize the probability of capsizing in rough, fresh water.

(b) Bulkheads with watertight doors may be used for communication between compartments.

PERSONNEL AND CARGO ACCOMMODATIONS

§ 25.771 Pilot compartment.

(a) Each pilot compartment and its equipment must allow the minimum flight crew (established under § 25.1523) to perform their duties without unreasonable concentration or fatigue.

(b) The primary controls listed in § 25.779(a), excluding cables and control rods, must be located with respect to the propellers so that no member of the minimum flight crew (established under § 25.1523), or part of the controls, lies in the region between the plane of rotation of any inboard propeller and the surface generated by a line passing through the center of the propeller hub making an angle of five degrees forward or aft of the plane of rotation of the propeller.

(c) If provision is made for a second pilot, the airplane must be controllable with equal safety from either pilot seat.

(d) The pilot compartment must be constructed so that, when flying in rain or snow, it will not leak in a manner that will distract the crew or harm the structure.

(e) Vibration and noise characteristics of cockpit equipment may not interfere with safe operation of the airplane.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-4, 30 FR 6113, Apr. 30, 1965]

§ 25.772 Pilot compartment doors.

For an airplane that has a maximum passenger seating configuration of more than 20 seats and that has a lockable door installed between the pilot compartment and the passenger compartment:

(a) The emergency exit configuration must be designed so that neither crewmembers nor passengers need use that door in order to reach the emergency exits provided for them; and